SCIP #75
GRANT

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF CINCINNATI **CODE#** 061-15000

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 9 / 19 / 2008

CONTACT: Bryan Williams **PHONE #** (513) 352-4506
(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)
FAX (513)352-5336 **E-MAIL:** bryan.williams@cincinnati-oh.gov

PROJECT NAME: Madison Road Improvements

SUBDIVISION TYPE
(Check Only 1)
__1. County
_X_2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
_X_1. Grant $893,899
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
_X_1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $1,489,833 **FUNDING REQUESTED:** $1,787,800

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: $ 893,900 **LOAN ASSISTANCE:** $_____
SCIP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.
RLP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.

(Check Only 1)
X State Capital Improvement Program
___Small Government Program
___Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ **RLP Loan**

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$ .00	
Preliminary Design	$		
Final Design	$		
Bidding	$ .00		
Construction Phase	$ .00		
Additional Engineering Services *Identify services and costs below.		$ .00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$	
c.) Construction Costs:		$ 1,354,394.00	
d.) Equipment Purchased Directly:		$ .00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.) Construction Contingencies:		$ 135,439.00	
g.) TOTAL ESTIMATED COSTS:		$ 1,489,833.00	

*List Additional Engineering Services here:

Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 595,933 .00	40
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER _____	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ 595,933.00	40
d.)	OPWC Funds		
	1. Grant	$ 893,900 .00	60
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 893,900 .00	60
e.)	TOTAL FINANCIAL RESOURCES:	$ 1,489,833.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
Traditional
Local Planning Agency (LPA)
State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Madison Road Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Madison Road from Brotherton Road to 400' east of Ridge Avenue.

PROJECT ZIP CODE: 45209

B: PROJECT COMPONENTS:

The project includes geometric improvements at the intersection of Madison Road and Ridge Avenue to allow all turning movements and decrease accidents. The project also has horizontal geometric improvements along Madison Road east of Brazee to allow for better pedestrian access in the business district. The Highway work includes full depth asphalt base where needed and new asphalt surface throughout the project, new sidewalk in the business district, wider sidewalk under the bridges, street lighting, traffic signals and signage. The project will improve further improve safety by installing new pavement markings, 12" LED signal heads, and raised pavement markers as detailed in the Additional Support Information.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Project covers 2,900 linear feet on Madison Road.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 37286 Year: 2003 Projected ADT: ____ Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT $ ~~2,929,667.00~~ 1,464,833 FDC

TOTAL PORTION OF PROJECT NEW/EXPANSION $ ~~50,000.00*~~ 25,000 FDC

*- This portion will be covered under the City's local match.

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	9 / 1 /08	9 / 1 / 09
4.2	**Bid Advertisement and Award:**	9 / 1 /09	12/ 31/ 09
4.3	**Construction:**	1 / 1 /10	2/ 1 / 11
4.4	**Right-of-Way/Land Acquisition:**	/ /	/ /

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	David Holmes
	TITLE	Assistant City Manager
	STREET	Room 104, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352 -5368
	FAX	(513) 352-2458
	E-MAIL	
5.2	CHIEF FINANCIAL OFFICER	Joe Gray
	TITLE	Finance Director
	STREET	Room 250, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352-5372
	FAX	
	E-MAIL	
5.3	PROJECT MANAGER	Don Gindling
	TITLE	Principal Construction Engineer
	STREET	Room 450, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352-1518
	FAX	
	E-MAIL	

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[ ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[ ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

David Holmes, Assistant City Manager

Certifying Representative (Type or Print Name and Title)

9/10/08

Signature/Date Signed

September 12, 2008

Subject: Madison Road Improvements
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street reconstruction is at least twenty (20) years.

(seal)

Bryan K. Williams, P.E.
Acting Supervising Engineer
City of Cincinnati

MADISON ROAD IMPROVEMENTS

09/12/2008

GENERAL CONSTRUCTION

ROADWAY ITEMS

REF.	ITEM NO.	ESTIMATED QUANTITIES		DESCRIPTION	EST. UNIT PRICE	TOTAL ESTIMATED COST
1	103.05	1.00	lump	Contract Bond	$15,000.00	$15,000
2	201	1.00	lump	Clearing and Grubbing	$3,650.00	$3,650
3	202	1343.00	l.s.	Concrete Curb Removed	$10.00	$13,430
4	202	78.00	s.y.	Concrete Island Removed	$25.00	$1,950
5	202	1701.00	s.f.	Concrete Sidewalk Removed	$2.00	$3,402
6	202	40.00	ea.	Guardrail Post Removed	$10.00	$400
7	202	425.00	l.f.	Guardrail Removed	$4.50	$1,913
8	202	3.00	ea.	Inlet Removed	$400.00	$1,200
9	202	283.00	s.y.	Pavement Removed	$20.00	$5,660
10	202	455.00	l.f.	Railing Removed for Reuse	$5.00	$2,275
11	203	5.00	c.y.	Embankment	$35.00	$175
12	203	100.50	c.y.	Excavation	$35.00	$3,518
13	203	920.00	s.y.	Subgrade Compaction	$2.50	$2,300
14	251	1250.00	s.y.	Partial Depth Pavement Repair, Concrete Pavement	$30.00	$37,500
15	253	1250.00	s.y.	Full Depth Pavement Repair, Concrete Pavement	$30.00	$37,500
16	254	14391.50	s.y.	Pavement Planing, Bituminous	$5.00	$71,958
17	301	497.00	c.y.	Bituminous Aggregate Base	$185.00	$91,945
18	304	17.00	c.y.	Aggregate Base	$60.00	$1,020
19	305	270.00	s.y.	Portland Cement Concrete Base	$50.00	$13,500
20	448	1391.00	c.y.	Asphalt Concrete Intermediate Course, Type 1	$185.00	$257,335
21	448	1391.00	c.y.	Asphalt Concrete Surface Course, Type 1	$185.00	$257,335
22	452	180.00	s.y.	11" Non-Reinforced Concrete Pavement	$70.00	$12,600
23	509	750.00	lbs.	Epoxy Coated Reinforcing Steel	$2.00	$1,500
24	510	50.00	e.a.	Dowel Holes with Non-shrink, non-metallic Grout	$18.00	$900
25	511	2.50	c.y.	Class C Concrete	$1,100.00	$2,750
26	512	800.00	s.y.	Sealing of Concrete Surface, non-epoxy sealer	$15.00	$12,000
27	514	455.00	l.f.	Field Painting of Existing Structural Steel	$20.00	$9,100
28	517	455.00	l.f.	Railing (Cleaned and Reinstalled)	$35.00	$15,925
29	519	250.00	s.f.	Patching Concrete Surfaces	$130.00	$32,500
30	603	64.50	l.f.	12" Conduit, Type "H"	$50.00	$3,225
31	604	4.50	ea.	DGI Adjusted to Grade	$450.00	$2,025
32	604	1.00	ea.	DGI/CI Repaired And Adjusted to Grade	$3,000.00	$3,000
33	604	5.00	ea.	Double Gutter Inlet	$3,500.00	$17,500
34	604	1.00	ea.	Inlet converted to Manhole	$750.00	$750
35	604	17.50	ea.	Inlet Grates	$100.00	$1,750
36	604	19.50	ea.	Manhole Adjusted to Grade	$400.00	$7,800
37	604	22.50	ea.	Valve Chambers Adjusted to Grade W/O Rings	$350.00	$7,875
38	608	12789.00	s.f.	5" Concrete Walk	$8.00	$102,312
39	608	11.00	e.a.	Curb Ramp	$500.00	$5,500
40	609	2984.00	l.f.	Concrete Curb, Type S-1	$25.00	$74,600
41	614	42.50	hr.	Law Enforcement Officer With Patrol Car	$50.00	$2,125
42	614	1.00	lump	Maintaining Traffic	$37,500.00	$37,500
43	627	1059.50	s.f.	Concrete Driveway	$10.00	$10,595
44	630	57.50	l.f.	Ground Mounted Support, # 2 Post- U Channel Type	$10.00	$575
45	630	3.50	ea.	Removal of Ground Mounted Post and Disposal	$25.00	$88
46	630	3.50	ea.	Removal of Ground Mounted Sign and Disposal	$25.00	$88
47	630	0.50	ea.	Sign Support Assembly, Pole Mounted	$75.00	$38
48	630	6.00	s.f.	Signs, Installation Only	$35.00	$210
49	644	0.28	mile	Center Line	$4,000.00	$1,100
50	644	150.00	l.f.	Channelizing Line	$1.20	$180
51	644	100.00	l.f.	Crosswalk Line, 12"	$4.00	$400
52	644	450.00	l.f.	Crosswalk Line, 6"	$2.50	$1,125
53	644	0.15	mile	Edge Line	$4,000.00	$600
54	644	2.00	ea.	Lane Arrow	$80.00	$160
55	644	0.55	mile	Lane Line	$1,400.00	$770
56	644	100.00	l.f.	Stop Line, 12"	$4.00	$400
57	644	250.00	l.f.	Transverse Line	$5.00	$1,250
58	659	111.50	s.y.	Seeding & Mulch	$30.00	$3,345
59	661	2.00	ea.	Deciduous Tree, 3" Caliper, Per Plan	$385.00	$770
60	1113	0.50	ea.	Relocating Existing Fire Hydrant	$3,000.00	$1,500
61	1321	70.00	l.f.	Conduit, 3" RMC	$24.00	$1,680

MADISON ROAD IMPROVEMENTS

09/12/2008

GENERAL CONSTRUCTION

ROADWAY ITEMS

REF.	ITEM NO.	ESTIMATED QUANTITIES		DESCRIPTION	EST. UNIT PRICE	TOTAL ESTIMATED COST
62	1323	6.00	ea.	Street Lighting Pole & Circuit	$12,000.00	$72,000
63	Special	84.00	s.f.	Detectable Warning	$130.00	$10,920
64	Special	0.50	ea.	Project Sign	$300.00	$150
65	Special	50.00	c.y.	Structural Soil Mix, Type A	$55.00	$2,750
66	Special	1.00	lump	Traffic Signal Rebuilt	$60,000.00	$60,000
67	Special	1.00	lump	Tunnel Door	$5,000.00	$5,000
68	Special	0.50	s.y.	Utility Pole Relocation	$5,000.00	$2,500
				TOTAL ROADWAY ITEMS		$1,354,394

Base Estimate		$1,354,394
Construction Management / Design / Surveying	17%	$230,247
Project Contingency	10%	$135,439
Total Estimated Construction Cost		**$1,489,833**

Bryan K . Williams, P.E.

STATE OF OHIO
BRYAN K. WILLIAMS
68113
REGISTERED
PROFESSIONAL ENGINEER

COUNCIL OF THE CITY OF CINCINNATI

STATE OF OHIO

OFFICE OF THE CLERK OF COUNCIL

I HEREBY CERTIFY that the foregoing transcript is correctly copied from the books, papers and journals of the City of Cincinnati, State of Ohio, kept under authority and by the direction of the Council thereof.

ORDINANCE 0375-2008 passed by the Council of the City of Cincinnati at their session on November 05, 2008 entitled:

ORDINANCE (EMERGENCY) submitted by Milton Dohoney, Jr., City Manager, on 10/29/2008, authorizing the City Manager to apply for and accept street improvement, bridge replacement, landslide correction, retaining wall improvement, rapid transit tube improvement, and street rehabilitation grants, and water supply facility improvement loans and loan assistance from the State of Ohio Public Works Commission, in an amount not to exceed $16,491,794.00, and to execute any agreements necessary for the receipt and administration of said grants, loans, and loan assistance.

IN TESTIMONY WHEREOF I have

hereunto set my name and affixed

the seal of the Clerk of Council

Office this 6th day of

November in the year Two Thousand and Eight

Robert A. Neely, II
Deputy Clerk

EMERGENCY

City of Cincinnati

DWA JPC 12-8-08

An Ordinance No. 375 - 2008

AUTHORIZING the City Manager to apply for and accept street improvement, bridge replacement, landslide correction, retaining wall improvement, rapid transit tube improvement, and street rehabilitation grants, and water supply facility improvement loans and loan assistance from the State of Ohio Public Works Commission, in an amount not to exceed $16,491,794.00, and to execute any agreements necessary for the receipt and administration of said grants, loans, and loan assistance.

WHEREAS, the State Capital Improvement Program, the Local Transportation Improvement Program, and the State Revolving Loan Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for Round 23 projects within Hamilton County, State of Ohio; and

WHEREAS, the City of Cincinnati has the required $11,512,151 in matching City funds for Program Year 2009 for two (2) street improvement projects, namely Dana Avenue from I-71 to Victory Parkway, and Madison Road from Brotherton Road to Ridge Avenue; one (1) combination street improvement and bridge replacement project, namely Spring Grove Avenue / Clifton Avenue Bridge (previously approved for Round 23 funds); one (1) bridge replacement project, namely Center Hill Road Bridge; three (3) landslide correction projects, namely Art Museum Drive, Hillside Avenue at Henrietta Avenue, and Hillside Avenue at Tyler Avenue; one (1) retaining wall improvement project, namely Cummins Street Retaining Wall; one (1) Rapid Transit Tube Structural Repair, from Liberty Street to Brighton Corner; four (4) street rehabilitation projects, namely McMillan Street West Safety Improvement and Rehabilitation, Hyde Park Neighborhood Street Rehabilitation, Mount Auburn Neighborhood Street Rehabilitation, and Winton Road Improvement and Rehabilitation; one (1) loan assistance application for the Countywide Water Main Improvements 2009; and one (1) loan application for Galbraith Road Water Main; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for Round 23 grants, loan assistance, and loans at an interest rate acceptable to the City of Cincinnati Director of Finance in an amount

Section 4. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to ensure acceptance of the grant applications and to ensure proper funding mechanisms are in place at the earliest possible time.

Passed November 5, 2008

Mayor

Attest: Clerk

I HEREBY CERTIFY THAT ORDINANCE NO 375-2008
WAS PUBLISHED IN THE CITY BULLETIN
IN ACCORDANCE WITH THE CHARTER ON 11-18-2008
CLERK OF COUNCIL

City of Cincinnati

Department of Finance

City Hall, Suite 250
801 Plum Street
Cincinnati, Ohio 45202
Phone: (513) 352-3731
Fax: (513) 352-2370

Joe Gray
Director

Kathleen Creager
Assistant Director

September 10, 2008

Michael Miller, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215-4213

Re: **Status of Funds for Local Share**
Round 23 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following Round 23 SCIP/LTIP Projects are recommended by the City Manager for funding in the City's Capital Improvement Program:

STREET IMPROVEMENT PROJECTS

Dana Avenue Improvements – I-71 to Victory Parkway:
Safety and capacity improvements for Dana Avenue in Evanston. This project will also complement improvements being made by Xavier University being developed for campus facilities between Montgomery Road and Ledgewood Avenue.

Madison Road – Brotherton Road to Ridge Avenue:
Safety and capacity improvements for Madison Road in Oakley. This project will include improvements to the Madison/Ridge intersection which are associated with the planned Kennedy Connector. In the vicinity of Brazee Street, new pedestrian islands will be constructed to provide improved pedestrian safety.

STREET IMPROVEMENT / BRIDGE REPLACEMENT PROJECT

Spring Grove Avenue / Clifton Bridge Improvements:
Replace existing Clifton Avenue Bridge over Millcreek with a new wider structure.WidenClifton Avenue to permit a southbound left turn lane onto Kenard. Curb realignments, signal reconstruction, and street rehabilitation on Spring Grove Avenue between Winton and Mitchell. This project was approved for funding in Round 22 over two years. This submittal meets the OPWC requirement that an application for the second year of funding be submitted at this time.

BRIDGE REPLACEMENT PROJECT

Center Hill Avenue Bridge Replacement
Replace existing deteriorated bridge over Millcreek with a new structure.

LANDSLIDE CORRECTION PROJECTS

Art Museum Drive Landslide Correction:

Construct new retaining walls on Art Museum Drive between Mount Adams Drive and Eden Park Drive to replace an existing wall supporting the roadway on the downhill size.

Hillside Avenue at Henrietta Avenue Landslide Correction:

Construct new retaining wall on downhill side of Hillside to stabilize roadway slippage. Located in the Riverside neighborhood.

Hillside Avenue at Tyler Avenue Landslide Correction:

Construct new retaining wall on downhill side of Hillside to stabilize roadway slippage. Located in the Riverside neighborhood.

RETAINING WALL IMPROVEMENT PROJECT

Cummins Street Retaining Wall Improvement:

Perform rehabilitation work on existing retaining wall supporting Cummins Street along the B&O railroad track in North Fairmount. This includes the replacement of 2000 Linear Feet of historic decorative concrete railing at the top of the wall.

RAPID TRANSIT TUBE PROJECT

Rapid Transit Tube Structural Repairs:

Perform repairs to the existing Rapid Transit tubes under Central Parkway between Walnut Street and the north portals near Marshall Avenue. This includes the replacement of ventilation grates and deteriorated expansion joints, repair of the leaking sewer near the Brighton Station, and analysis of outfalls of floor drains to resolve back flooding problems.

STREET REHABILITATION PROJECTS

McMillan Street West Safety Improvement and Rehabilitation:

Perform rehabilitation of McMillan Street between Ravine Street and Central Parkway. Final pave the surface on the curves with an Open Graded Friction Course to provide additional traction during wet weather to reduce the high rate of accidents on this stretch of roadway.

STREET REHABILITATION PROJECTS (continued)

Hyde Park Neighborhood Street Rehabilitation:

Dana Avenue – Madison Road to I-71
Madison Road – Torrence Parkway to Dana/Observatory
Observatory Avenue – Madison Road to Edwards Road

Erie Avenue – Madison Road to Zumstein Avenue
Berry Avenue – Observatory Avenue to Erie Avenue
Stettinius Avenue – Observatory Avenue to Erie Avenue

Mount Auburn Neighborhood Street Rehabilitation:
McMillan Street – Ravine Street to Woodburn Avenue
William Howard Taft Road – Jefferson Avenue to I-71
Burnet Avenue – McMillan Street to William Howard Taft

Winton Road Improvement and Rehabilitation:
Perform rehabilitation on Winton Road between the former B&O railroad crossing and Gray Road, and on Gray Road from Winton Road to 500' west. Widen the Gray Road approach to its intersection with Winton to allow two eastbound lanes, allowing the restoration of full time left turns.

Ridge Road Rehabilitation:
A joint project with the Hamilton County Engineer for rehabilitating a section of Ridge Road in Pleasant Ridge. The County Engineer will be submitting the Round 23 application. The City of Cincinnati will reimburse the County for our share of the costs incurred when the project is completed.

The City Manager is committed to including the local funding needed to complete the project financing in the City's Capital Improvement Program. Sources of local funding for the City's Capital Improvement Program include dedicated revenue from the City's Earnings Tax, Southern Railway Lease proceeds, Bond proceeds, and Municipal Road funds. Additional funding has been committed by the Ohio Department of Transportation.

If you have any questions or need additional information regarding project financing, please contact me at (513) 352-6275.

Sincerely,

Kathleen A Carrigan for

Joe Gray, Director
Department of Finance

cc:
David Holmes, Assistant City Manager
Joe Gray, Director, Finance
Eileen Enabnit, Director, Transportation and Engineering
Lea Carroll, Manager, Budget and Evaluation
Don Rosemeyer, Transportation and Engineering
Joe Vogel, Transportation and Engineering
Richard Szekeresh, Transportation and Engineering
Greg Long, Transportation and Engineering
Dick Cline, Transportation and Engineering

September 12, 2008

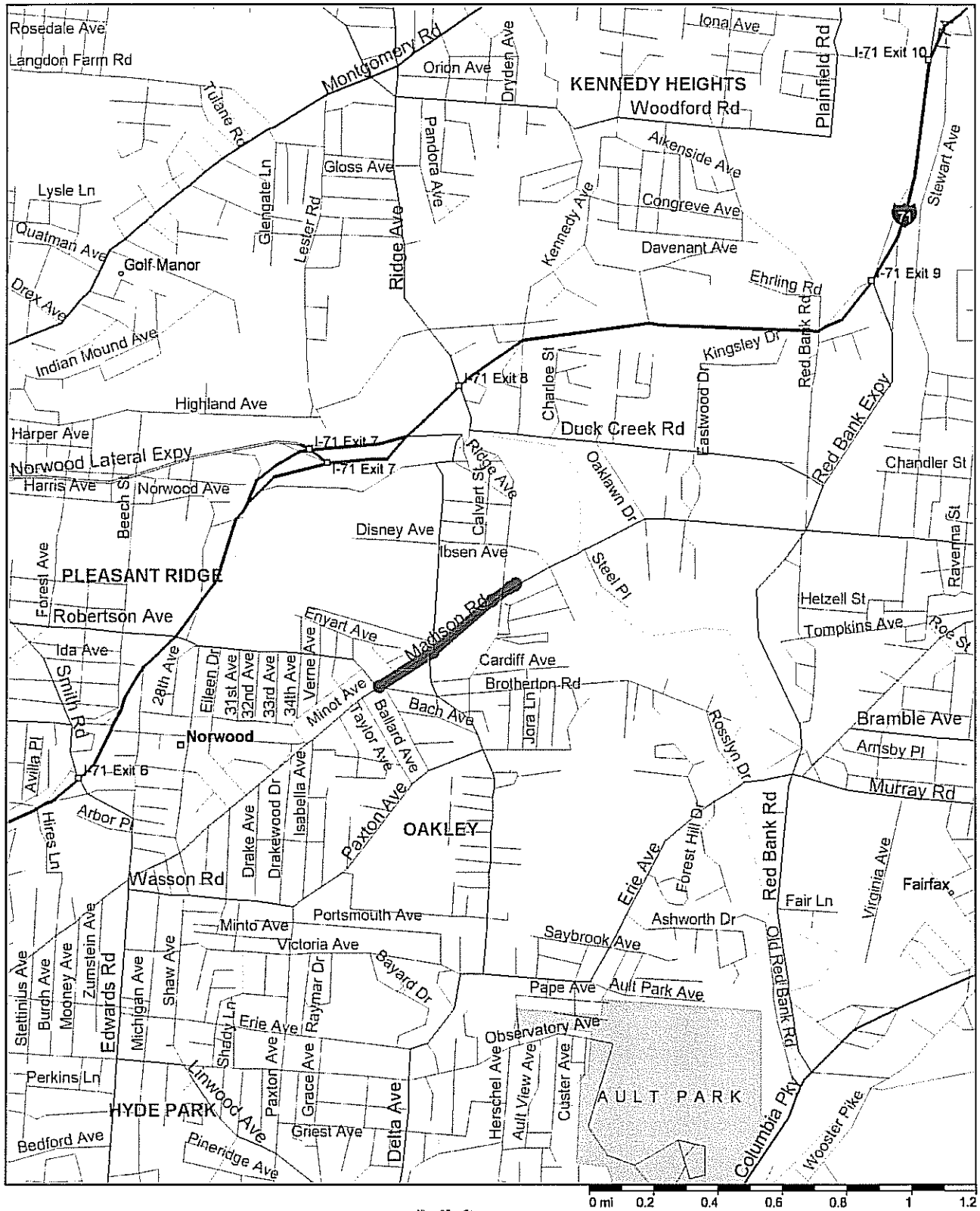
Subject: Madison Road Improvements
Certification of Traffic Count for OPWC Projects

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts for the above referenced project application are a true and accurate count completed by the City of Cincinnati's Traffic Engineering Division.

Gregory D. Long

Gregory D. Long, P.E.
Principal Engineer
City of Cincinnati

Madison Road Improvements



Streets98

Existing Geometry 2008

HCM Signalized Intersection Capacity Analysis
1: Ridge Ave & Madison Rd

09/12/2008

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	15	740	110	0	1182	285	273	393	21	232	371	37
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95			0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1565	3068			3129	1400	1565	3129	1400	1565	3129	1400
Flt Permitted	0.19	1.00			1.00	1.00	0.95	1.00	1.00	0.50	1.00	1.00
Satd. Flow (perm)	306	3068			3129	1400	1565	3129	1400	829	3129	1400
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	804	120	0	1285	310	297	427	23	252	403	40
RTOR Reduction (vph)	0	20	0	0	0	83	0	0	4	0	0	29
Lane Group Flow (vph)	16	904	0	0	1285	227	297	427	19	252	403	11
Turn Type	Perm					pm+ov	Prot		Perm	Perm		Perm
Protected Phases		2			6	7	7	4			8	
Permitted Phases	2					6			4	8		8
Actuated Green, G (s)	21.5	21.5			21.5	28.5	7.0	28.5	28.5	16.5	16.5	16.5
Effective Green, g (s)	21.5	21.5			21.5	28.5	7.0	28.5	28.5	16.5	16.5	16.5
Actuated g/C Ratio	0.36	0.36			0.36	0.48	0.12	0.48	0.48	0.28	0.28	0.28
Clearance Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	110	1099			1121	782	183	1486	665	228	860	385
v/s Ratio Prot		0.29			c0.41	0.03	c0.19	0.14			0.13	
v/s Ratio Perm	0.05					0.13			0.01	c0.30		0.01
v/c Ratio	0.15	0.82			1.15	0.29	1.62	0.29	0.03	1.11	0.47	0.03
Uniform Delay, d1	13.0	17.5			19.2	9.6	26.5	9.6	8.4	21.8	18.1	15.9
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.8	7.0			76.6	0.2	304.0	0.1	0.0	90.7	0.4	0.0
Delay (s)	15.8	24.5			95.9	9.8	330.5	9.7	8.4	112.4	18.5	15.9
Level of Service	B	C			F	A	F	A	A	F	B	B
Approach Delay (s)		24.4			79.2			137.2			52.4	
Approach LOS		C			E			F			D	

Intersection Summary			
HCM Average Control Delay	72.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Existing Geometry 2028

HCM Signalized Intersection Capacity Analysis
1: Ridge Ave & Madison Rd

09/12/2008

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	17	858	128	0	1371	331	317	456	24	269	430	43
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95			0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1565	3069			3129	1400	1565	3129	1400	1565	3129	1400
Flt Permitted	0.08	1.00			1.00	1.00	0.95	1.00	1.00	0.47	1.00	1.00
Satd. Flow (perm)	137	3069			3129	1400	1565	3129	1400	775	3129	1400
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	933	139	0	1490	360	345	496	26	292	467	47
RTOR Reduction (vph)	0	10	0	0	0	65	0	0	3	0	0	19
Lane Group Flow (vph)	18	1062	0	0	1490	295	345	496	23	292	467	28
Turn Type	Perm					pm+ov	Prot		Perm	Perm		Perm
Protected Phases		2			6	7	7	4			8	
Permitted Phases	2					6			4	8		8
Actuated Green, G (s)	48.0	48.0			48.0	68.0	20.0	62.0	62.0	37.0	37.0	37.0
Effective Green, g (s)	48.0	48.0			48.0	68.0	20.0	62.0	62.0	37.0	37.0	37.0
Actuated g/C Ratio	0.40	0.40			0.40	0.57	0.17	0.52	0.52	0.31	0.31	0.31
Clearance Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	55	1228			1252	852	261	1617	723	239	965	432
v/s Ratio Prot		0.35			c0.48	0.06	c0.22	0.16			0.15	
v/s Ratio Perm	0.13					0.15			0.02	c0.38		0.02
v/c Ratio	0.33	0.87			1.19	0.35	1.32	0.31	0.03	1.22	0.48	0.06
Uniform Delay, d1	24.9	33.0			36.0	14.0	50.0	16.7	14.3	41.5	33.7	29.3
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.2	8.3			93.8	0.2	169.1	0.1	0.0	131.3	0.4	0.1
Delay (s)	40.0	41.3			129.8	14.3	219.1	16.8	14.3	172.8	34.1	29.3
Level of Service	D	D			F	B	F	B	B	F	C	C
Approach Delay (s)		41.3			107.3			97.2			84.1	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM Average Control Delay	85.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Proposed Geometry 2008

HCM Signalized Intersection Capacity Analysis

1: Ridge Ave & Madison Rd

09/12/2008

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	15	740	110	160	1182	285	273	393	21	232	371	37
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1565	3068		1565	3129	1400	1565	3129	1400	1565	3129	1400
Flt Permitted	0.12	1.00		0.24	1.00	1.00	0.34	1.00	1.00	0.45	1.00	1.00
Satd. Flow (perm)	190	3068		389	3129	1400	558	3129	1400	740	3129	1400
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	804	120	174	1285	310	297	427	23	252	403	40
RTOR Reduction (vph)	0	14	0	0	0	31	0	0	18	0	0	33
Lane Group Flow (vph)	16	910	0	174	1285	279	297	427	5	252	403	7
Turn Type	Perm			Perm		pm+ov	pm+pt		Perm	pm+pt		Perm
Protected Phases		2			6	7	7	4		3	8	
Permitted Phases	2			6		6	4		4	8		8
Actuated Green, G (s)	39.3	39.3		39.3	39.3	48.5	25.8	16.6	16.6	21.4	14.4	14.4
Effective Green, g (s)	39.3	39.3		39.3	39.3	48.5	25.8	16.6	16.6	21.4	14.4	14.4
Actuated g/C Ratio	0.50	0.50		0.50	0.50	0.62	0.33	0.21	0.21	0.27	0.18	0.18
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	96	1548		196	1579	961	304	667	298	277	578	259
v/s Ratio Prot		0.30			0.41	0.03	c0.12	0.14		0.08	0.13	
v/s Ratio Perm	0.08			c0.45		0.17	c0.21		0.00	0.17		0.01
v/c Ratio	0.17	0.59		0.89	0.81	0.29	0.98	0.64	0.02	0.91	0.70	0.03
Uniform Delay, d1	10.4	13.6		17.3	16.2	6.8	23.6	27.9	24.2	25.6	29.7	26.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.7	1.6		40.4	4.7	0.2	44.9	2.1	0.0	31.1	3.7	0.0
Delay (s)	14.2	15.2		57.7	20.9	6.9	68.5	30.0	24.2	56.8	33.4	26.1
Level of Service	B	B		E	C	A	E	C	C	E	C	C
Approach Delay (s)		15.2			22.1			45.1			41.4	
Approach LOS		B			C			D			D	

Intersection Summary				
HCM Average Control Delay	27.9	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.88			
Actuated Cycle Length (s)	77.9	Sum of lost time (s)	10.0	
Intersection Capacity Utilization	81.3%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Proposed Geometry 2028

HCM Signalized Intersection Capacity Analysis
1: Ridge Ave & Madison Rd

09/12/2008

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	17	858	128	185	1371	331	317	456	24	269	430	43
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1565	3069		1565	3129	1400	1565	3129	1400	1565	3129	1400
Flt Permitted	0.08	1.00		0.19	1.00	1.00	0.29	1.00	1.00	0.25	1.00	1.00
Satd. Flow (perm)	136	3069		314	3129	1400	471	3129	1400	418	3129	1400
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	933	139	201	1490	360	345	496	26	292	467	47
RTOR Reduction (vph)	0	13	0	0	0	12	0	0	21	0	0	39
Lane Group Flow (vph)	18	1059	0	201	1490	348	345	496	5	292	467	8
Turn Type	Perm			Perm		pm+ov	pm+pt		Perm	pm+pt		Perm
Protected Phases		2			6	7	7	4		3	8	
Permitted Phases	2			6		6	4		4	8		8
Actuated Green, G (s)	48.5	48.5		48.5	48.5	58.5	26.2	16.2	16.2	26.2	16.2	16.2
Effective Green, g (s)	48.5	48.5		48.5	48.5	58.5	26.2	16.2	16.2	26.2	16.2	16.2
Actuated g/C Ratio	0.54	0.54		0.54	0.54	0.65	0.29	0.18	0.18	0.29	0.18	0.18
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	74	1659		170	1692	991	260	565	253	250	565	253
v/s Ratio Prot		0.35			0.48	0.04	c0.15	0.16		0.13	0.15	
v/s Ratio Perm	0.13			c0.64		0.21	c0.24		0.00	0.21		0.01
v/c Ratio	0.24	0.64		1.18	0.88	0.35	1.33	0.88	0.02	1.17	0.83	0.03
Uniform Delay, d1	10.9	14.4		20.6	18.1	7.0	29.1	35.8	30.2	28.7	35.4	30.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.6	1.9		126.6	6.9	0.2	171.3	14.4	0.0	110.0	9.6	0.1
Delay (s)	18.5	16.3		147.2	25.0	7.3	200.3	50.2	30.2	138.7	45.0	30.4
Level of Service	B	B		F	C	A	F	D	C	F	D	C
Approach Delay (s)		16.4			33.9			109.3			78.1	
Approach LOS		B			C			F			E	

Intersection Summary			
HCM Average Control Delay	50.9	HCM Level of Service	D
HCM Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	89.7	Sum of lost time (s)	15.0
Intersection Capacity Utilization	91.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Ridge & Madison Accident Data

2005 - 2007

ACCIDENTNO	Location One	Location Two	Event Description	INJURIES	FATALITIES	Road Condition	Weather Desc
2052131	MADISON RD	RIDGE AV	Rear-End		0	Dry	Cloudy
2060112	MADISON RD	RIDGE AV	Parked Motor Veh		0	Dry	Clear
2053338	MADISON RD	RIDGE AV	Angle		0	Dry	Cloudy
2053262	MADISON RD	RIDGE AV	Rear-End		0	Wet	
2053232	MADISON RD	RIDGE AV	Angle		0	Dry	Clear
2052879	MADISON RD	RIDGE AV	Angle		0	Wet	Cloudy
2052720	MADISON RD	RIDGE AV	Rear-End		0	Dry	Clear
2052435	MADISON RD	RIDGE AV	Angle		0	Dry	Clear
2052396	MADISON RD	RIDGE AV	Angle		0	Dry	Clear
2050103	MADISON RD	RIDGE AV	Sideswipe Meeting		0	Dry	Cloudy
2052165	MADISON RD	RIDGE AV	Pedestrian		0	Dry	Clear
2060707	MADISON RD	RIDGE AV	Sideswipe Meeting			Dry	Cloudy
2051835	MADISON RD	RIDGE AV	Angle		0	Dry	Clear
2051713	MADISON RD	RIDGE AV	Rear-End		0	Dry	Cloudy
2051590	MADISON RD	RIDGE AV	Angle		0	Dry	Clear
2051355	MADISON RD	RIDGE AV	Angle	Possible	0	Dry	Clear
2051212	MADISON RD	RIDGE AV	Angle		0	Dry	Clear
2051114	MADISON RD	RIDGE AV	Angle		0	Dry	Clear
2050611	MADISON RD	RIDGE AV	Rear-End	No Injury	0	Dry	Cloudy
2050398	MADISON RD	RIDGE AV	Angle		0	Dry	Clear
2052327	MADISON RD	RIDGE AV	Rear-End	No Injury	0	Dry	Clear
2063248	MADISON RD	RIDGE AV	Angle		0	Dry	Clear
2071766	MADISON RD	RIDGE AV	Sideswipe Meeting		0	Dry	Clear
2071609	MADISON RD	RIDGE AV	Angle		0	Dry	Clear
2071025	MADISON RD	RIDGE AV	Sideswipe Passing		0	Dry	Clear
2070978	MADISON RD	RIDGE AV	Angle		0	Dry	Clear
2070969	MADISON RD	RIDGE AV	Rear-End		0	Dry	Clear
2070832	MADISON RD	RIDGE AV	Sideswipe Passing		0	Dry	Cloudy
2070813	MADISON RD	RIDGE AV	Rear-End		0	Dry	Clear
2070734	MADISON RD	RIDGE AV	Angle		0	Dry	Clear
2060178	MADISON RD	RIDGE AV	Rear-End		0	Dry	Clear
2070345	MADISON RD	RIDGE AV	Angle		0	Dry	Clear
2060198	MADISON RD	RIDGE AV	Rear-End		0	Wet	Cloudy
2063136	MADISON RD	RIDGE AV	Angle		0	Dry	Clear
2063081	MADISON RD	RIDGE AV	Rear-End	Unknown	0	Dry	Clear
2062437	MADISON RD	RIDGE AV	Rear-End	No Injury	0	Dry	Clear
2062167	MADISON RD	RIDGE AV	Rear-End		0	Dry	Clear
2061708	MADISON RD	RIDGE AV	Rear-End		0	Dry	Clear
2061496	MADISON RD	RIDGE AV	Rear-End		0	Wet	Rain
2061408	MADISON RD	RIDGE AV	Rear-End		0	Dry	Clear
2060872	MADISON RD	RIDGE AV	Sideswipe Meeting			Dry	Clear
2071881	MADISON RD	RIDGE AV	Rear-End		0	Dry	Clear
2070640	MADISON RD	RIDGE AV	Rear-End		0	Dry	Clear

Customer Service Requests			
NUMBER_KEY	STYPEDESC	DATE RECEIVED	ADDRWCITY
SR08020098	Pothole repair	03/22/2008	3162 MADISON RD
SR08010712	Pothole repair	02/15/2008	3162 MADISON RD
SR05035624	Pothole repair	06/21/2005	3225 MADISON RD
SR07009937	Pothole repair	02/14/2007	3317 MADISON RD
SR07077670	Pothole repair	10/23/2007	3363 MADISON RD
SR07057566	Pothole repair	07/30/2007	3429 MADISON RD
SR07015728	Pothole repair	03/06/2007	3429 MADISON RD
SR07015182	Pothole repair	03/04/2007	3429 MADISON RD
SR07013464	Pothole repair	02/27/2007	3429 MADISON RD
SR07012021	Pothole repair	02/22/2007	3429 MADISON RD
SR07011476	Pothole repair	02/20/2007	3429 MADISON RD
SR07011027	Pothole repair	02/18/2007	3429 MADISON RD
SR07010715	Street general repair	02/16/2007	3429 MADISON RD
SR07010338	Pothole repair	02/15/2007	3429 MADISON RD
SR06107756	Pothole repair	10/25/2006	3429 MADISON RD
SR06017982	Pothole repair	03/13/2006	3429 MADISON RD
SR06000308	Sunken area repair	01/03/2006	3429 MADISON RD
SR06000289	Sunken area repair	01/03/2006	3429 MADISON RD
SR05027262	Pothole repair haz	05/14/2005	3429 MADISON RD
SR05024974	Pothole repair	05/04/2005	3429 MADISON RD
SR05024706	Pothole repair haz	05/04/2005	3429 MADISON RD
SR05023886	Pothole repair	04/30/2005	3429 MADISON RD
SR05004276	Pothole repair haz	01/20/2005	3429 MADISON RD
SR05000267	Pothole repair	01/04/2005	3429 MADISON RD
SR08020059	Pothole repair	03/21/2008	3450 MADISON RD
SR08010757	Pothole repair	02/15/2008	3500 MADISON RD
SR07073510	Pothole repair	10/04/2007	3500 MADISON RD
SR07012872	Pothole repair	02/25/2007	3500 MADISON RD
SR07011136	Pothole repair	02/19/2007	3500 MADISON RD
SR07011049	Pothole repair after hours	02/18/2007	3500 MADISON RD
SR05026643	Pothole repair	05/11/2005	3500 MADISON RD
SR05018666	Pavement markings TOS	04/05/2005	3500 MADISON RD

Traffic Analysis

Ridge Road / Kennedy Connector

Mid-Town Mixed Use Development
City of Cincinnati, Ohio

June 4, 2008

Prepared for:

City of Cincinnati
Department of Transportation & Engineering
801 Plum Street
Cincinnati, Ohio 45202

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Conclusions and Recommendations

One of the primary purposes for conducting this Ridge Road/Kennedy Connector Traffic Impact Study was to provide a technical analysis that compares the original Kennedy Connector to Ridge Avenue alignment to the new City Kennedy Connector to Madison Road alignments.

According to the analysis of the two Baseline Systems, the most significant difference will occur at the intersection of Madison Road and Ridge Avenue. Under the original Connector to Ridge alignment, the Madison Road approaches would require the addition of dual eastbound left turn lanes and a 375-foot long westbound right turn lane. Additionally the current southbound thru/left lane on Ridge Avenue would require the addition of a full time left turn lane without the existing PM peak hour prohibition. Even with the above lane additions, the level of service on some of the approaches falls to a "D" level of service.

With the Kennedy Connector to Madison Baseline System, the intersection of Madison Road and Ridge Avenue can operate with the existing lane geometry at a "C" or better level of service.

Under the Kennedy Connector to Madison Road alignment, the intersection created by the Connector and Ibsen Avenue extended will need to be signalized.

The implementation of the Phase 1 Mid-Town development with the existing street system will create two new garage access points on the section of Marburg Avenue north of Alamo Avenue. Because of the eastbound exit ramp to Marburg, it is recommended that the access north of the ramp be right-in and left-out with a center divided section of roadway added to prevent exiting ramp traffic to turn left to enter the north garage access. These exit ramp vehicles can then enter the garage via a southbound left turn. The southern garage access on Marburg will be "enter only."

The completion of the Phase 1 Mid-Town development with the revised street system provides for the same two access conditions on Marburg Avenue as described above plus a new right-in/right-out access to the parking garage for southbound traffic from Ridge Avenue at the bottom of the hill. This access will serve to reduce the volume of traffic that would otherwise need to use Alamo Avenue into the Mid-Town development. With the exception of the new access provisions on Marburg and Ridge, the most significant impact will occur on the southbound Ridge Avenue approach at Ibsen Avenue wherein dual left turn lanes will be required to the Ibsen extension and the Kennedy Connector.

The full build-out of the Mid-Town project will include the two Marburg Avenue garage access restrictions and a new one-way southbound access from Ridge Avenue at the bottom of the hill. Because the full build-out also includes the relocation of Ridge Avenue, a new signalized intersection is recommended mid-point on the hill to access both the garage and the surface development on Alamo Avenue and the internal Mid-Town roadway system. These improvements plus the lane geometry proposed by the Phase 1 revised street system will adequately serve the added traffic demands for the Mid-Town build-out.

The implementation of the Kennedy Connector to Madison Road alignment plus the full build-out of the Mid-Town development will require that adequate vehicle storage is provided at each of the signalized intersection approaches.

The basis for computing the length requirement of turn lanes is the ODOT Location & Design Manual, section 401 for signalized intersections at 35 mph. All of the storage lane requirements are based on a 90 second cycle length. Table 5 summarizes the recommended storage lane lengths.

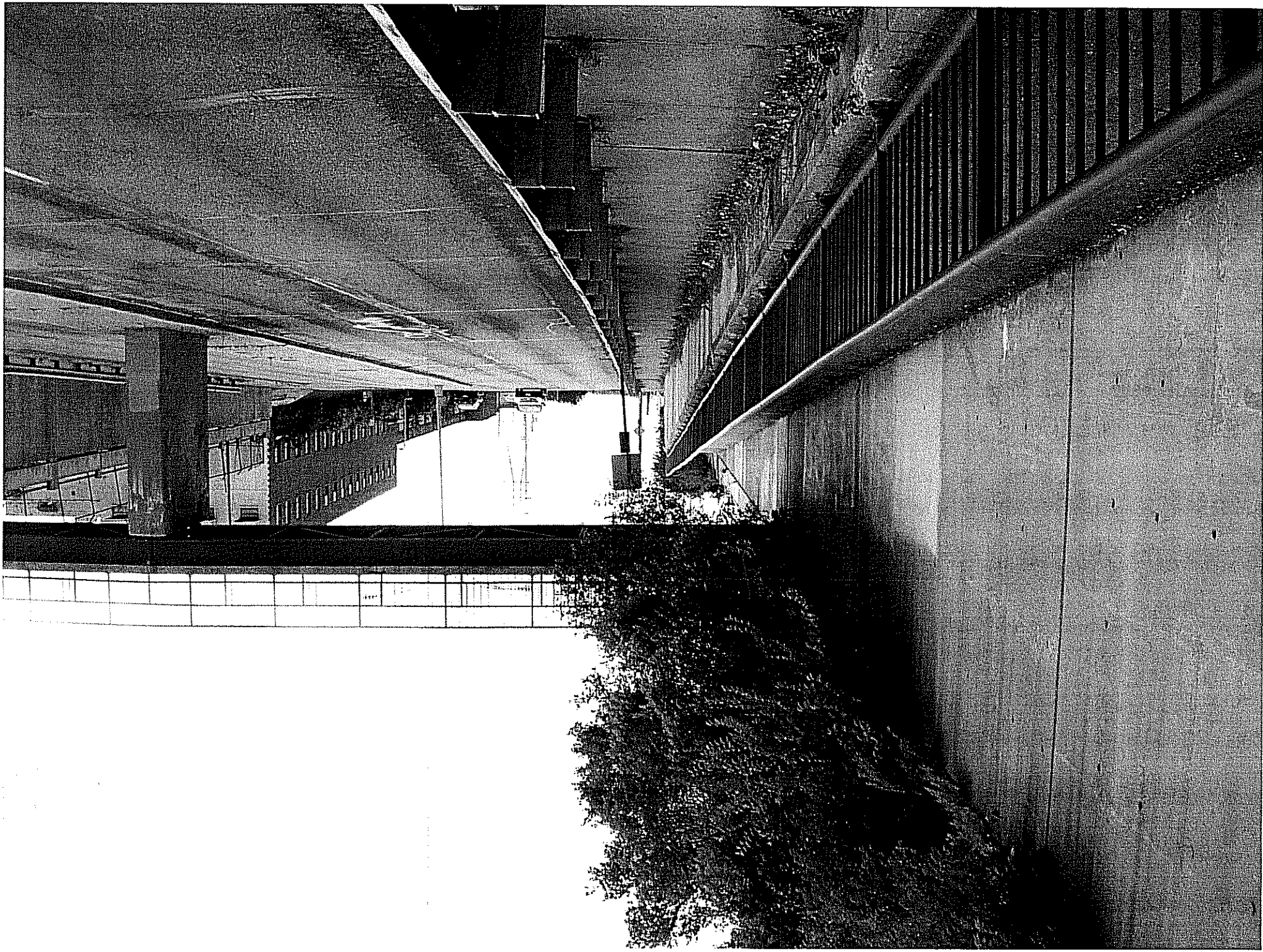
TABLE 5
Mid-Town Project Build-Out Turn Lane Storage Requirements

Ridge/Ibsen/Connector Intersection	
Eastbound Left	200 Feet Required
Eastbound Right	250 Feet Required
Westbound Left	200 Feet Required
Westbound Right	275 Feet Required
Northbound Left	150 Feet Required
Southbound Dual Left	350 Feet Total 2 Lanes
Southbound Right	150 Feet Required
Ibsen and Connector	
Eastbound Left	975 Feet Total
Eastbound Right	250 Feet Required
Northbound Left	150 Feet Required
Southbound Right	750 Feet Required
Connector and Madison	
Southbound Left	250 Feet Required

Madison and Ridge	
Eastbound Left	200 Feet Required
Eastbound Right	200 Feet Required
Westbound Left	200 Feet Required
Southbound Right	275 Feet Required
Northbound Left	150 Feet Required
Ibsen and Marburg	
Westbound Left	325 Feet Required
Westbound Right	200 Feet Required
Northbound Right	350 Feet Required
Southbound Left	175 Feet Required
Garage and Ridge	
Eastbound left	100 Feet Required
Eastbound Right	150 Feet Required
Northbound Right	200 Feet Required
Southbound Left	175 Feet Required
Marburg at Garage	
Southbound Left	100 Feet Required
Alamo and Ridge	
Eastbound Left	975 Feet Total 3 lanes
Northbound Left	275 Feet Required
Alamo and Marburg	
Westbound Left	275 Feet Required
Northbound Right	475 Feet Required
Northbound Left	175 Feet Required


BATH
ORNAMENT
THE
LIANCE
WELLAGE
& SCHAFF
PICTURE FRAMING


25



ADDITIONAL SUPPORT INFORMATION

Madison Road Improvements

For Program Year 2009 (July 1, 2009 through June 30, 2010), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES __X__NO (ANSWER REQUIRED)
Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

Pavement:

Deficiencies: The pavement is in very poor condition due to severe cracking and significant base failures. Pavement has been rutted and shoved by traffic over the years. Thirty two pavement repair requests were received in a three and a half year period. The number of potholes and pavement repair requests serve to document the poor ride quality and deal specifically with the frequency and severity of the documented condition. (see the attached summary of service requests from the Cincinnati Customer Service Response Database (CSR).

Solution: The project will provide smooth surface for motorists and repair base failures after the pavement has been resurfaced and the deficient base has been removed and replaced with fully supported new full depth repaired pavement.

Geometric Design:

Deficiencies: The alignment of the Madison Road and Ridge Avenue intersection doesn't allow for head to head left turn lanes. Because of this alignment the left turn from southbound Ridge Avenue to Madison is restricted between the hours of 4pm to 6pm. The lack of the left turn lane also contributes to rear end and angle accidents at this location. Pedestrian access in the business district east of Brazee Street is limited. There is no safe place for customers to cross the street in this area. The sidewalk on Madison Road under the three bridges is only 5 feet wide with a guardrail directly adjacent to it, which leaves only 3.5 feet of clear walking space.

Solution: This project will realign the intersection of Madison Road and Ridge Avenue to create head to head left turn lanes on each approach. This will allow for the removal of the peak hour turning restriction while also decrease rear-end and sideswipe accidents by moving the left turn vehicles out of the through lane. This will also reduce angle accidents by increasing the sight distance for the turning vehicles. The project will also increase the median island and install a marked crosswalk east of Brazee Street for the business district. This will allow pedestrians a safe area in the middle of the road so the only have to cross half the street at a time. The project will also increase the sidewalk width under the

bridge to current design standards.

Signals:

Deficiencies: The existing signal at Madison and Ridge needs to be upgraded as it has reached the end of its service life. Signal equipment becomes deteriorated and has operational issues as the infrastructure reaches its service life- the City of Cincinnati establishes 20 years as the service life. The signal has eight inch signal heads and out of date pedestrian signals. An intersection between two major arterials should have 12" signal heads.

Solution: The signal will be redesigned and rebuilt and sized according to safety guidelines (12 inch lenses and LED displays). The 12 inch LED signal heads will increase visibility thus reducing number of accidents at the intersection.

Wall/Steps:

Deficiencies: The existing steps and ramps for pedestrian access are deteriorating and crumbling. The failing concrete is also compromising the integrity of the railings that are there to assist and protect the pedestrians using these facilities. The access to the "tunnel" in the wall is boarded up with wood. The wood is beginning to rot and does not provide easy access to the inside of the structure.

Solution: The deteriorated concrete stairs/ramp will be removed to sound concrete, dowel holes will be drilled and reinforcing steel place and a new concrete surface will be replaced. The railing will be removed, cleaned, painted and reinstalled or replaced as needed. The existing tunnel opening will be sealed by the placement of a steel roll top door consistent with the original design of the tunnel. Vegetation will be cleared in order to clean and seal all exposed concrete surfaces with a non-epoxy sealer.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Pavement:

Safety Problem: The pavement has severe cracking and significant base failures.

Solution: The proposed project will improve the safety of the service area by supplying a better driving surface.

Intersection Alignment:

Safety Problem: The intersection of Madison and Ridge has had 43 accidents between 2005 to 2007. A high number of these are rear end or angle accidents that can be attributed to the lack of a southbound left turn lane and the lack of head to head left turn lanes. The outdated signal includes 8 inch signal heads with incandesent lights.

Solution: The new alignment will create head to head left turn lanes which will increase the sight line for turning vehicles and that will decrease the number of angle accidents at this intersection. The creation of the southbound left turn lane will reduce rear-end and sideswipe accidents by removing the turning vehicles from the through lane of traffic. The new signal will have 12 inch LED signal heads that will increase visibility of the signal thus reducing the number of accidents.

Wall/Steps:

Safety Problem: The deteriorated concrete is a hazard for pedestrians. The crumbling steps are tripping/slipping hazard that could lead to falls for users. The railing is designed as a safety feature but, with the existing condition of the concrete the railing, is not a reliable safety restraint. The existing wood blockade across the opening of the tunnel does not allow easy access to the structure in the case of an emergency.

Solution: The concrete stairs will be repaired and the railing will be cleaned, painted and reinstalled or replaced as needed. The existing tunnel opening will be sealed by the placement of a steel roll top door consistent with the original design of the tunnel which will allow easier access to inspection and emergency crews.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project will have minimal impact on the health of the service area.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 **Dana Avenue Improvements**

Priority 2 **Mount Auburn Neighborhood Street Rehabilitation**

Priority 3 **Madison Road Improvements**

Priority 4 **Rapid Transit Tube Reconstruction**

Priority 5 **McMillan Street West Safety Improvement and Rehabilitation**

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

Minor casting adjustments and normal catch basin replacements will be included with the roadway construction activity: therefore, less than 10% of the total construction costs are user fee agency related.

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on economic growth. (be specific).

The improvements at the intersection of Madison Road and Ridge Avenue were identified as a required improvement in

the Traffic Impact Study for the Mid-Town Mixed Use Development. (See portions of the Study attached.) The development project is being proposed by Seven Hills Development. The plan includes 600,000 square feet of new office, 35,000 square feet of retail/restaurant, 2 hotels and a 1200 space parking garage. The improvements at the intersection of Madison and Ridge will be required for this development to move forward.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

_____

_____

_____

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).
The improvements being made at the intersection of Madison Road and Ridge Avenue are the result of the Traffic Impact Study for the Mid-Town Development and the planned improvements associated with the Kennedy Connector. Currently there is no left turn lane for southbound Ridge and for that reason the left turn is restricted in the PM peak hour. With the development and the new road network it is anticipated that this movement will be needed in the PM peak. The attached Synchro analysis is for the improvements being made with the project being applied for and does not factor in any of the other planned improvements of the Kennedy Connector. However, the number of southbound left turns was generated from the Traffic Impact Study for the Mid-Town Development which assumes the full build out of the Kennedy Connector. The analysis shows that the current geometry is at a Level of Service (LOS) 'E' and falls to a 'F' in the design year. The Synchro analysis shows that the improvements will meet future demand by increasing the current year LOS to a 'C' and the design year LOS to a 'D'.

Level of Service (LOS) calculations shall be for the improvements being made in the application. If this project is a phase of a larger project then any preceding phases shall be considered existing conditions for LOS calculations. Any future project phases shall not be considered as part of this applications LOS calculations.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

No Build	Proposed Geometry
Current (2008) Year LOS E – 72.4 s delay	Current(2008) Year LOS C – 27.9 s delay
Design (2028) Year LOS F – 85.7 s delay	Design (2028) Year LOS D – 50.9 s delay

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.
To obtain a LOS of "C" or better in the design year there would be substantial R/W that would have to be purchased to widen the roadway and reduce the angle of the intersection. The minimal benefit compared to the cost does not make pursuing that at this time feasible.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 2

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes _____ No X N/A _____

c.) Are all utility coordination's completed? Yes _____ No X N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? ____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

_____

_____

e.) Give an estimate of time needed to complete any item above not yet completed. 3 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.
Madison Road is a major arterial serving the Cincinnati communities and businesses of Oakley and Hyde Park. It serves as alternate route to Interstate 71. This portion of Madison also connects two major retail areas, Rookwood Commons and the Center of Cincinnati, with Oakley Square business district between them. Ridge Road is also a major arterial with a direct connection to Interstate 71.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 37,286 X 1.20 = 44,744 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional $5.00 License Tax X

Infrastructure Levy X Specify type Dedicated portion of City earnings tax.

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 23 - PROGRAM YEAR 2009
PROJECT SELECTION CRITERIA
JULY 1, 2009 TO JUNE 30, 2010

NAME OF APPLICANT: CITY OF CINCINNATI

NAME OF PROJECT: MADISON ROAD IMPROVEMENTS

RATING TEAM: 4

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

25 - Failed
23 - Critical
20 - Very Poor
(17) - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

30% FOR DUAL PAVEMENT = SIGNIFICANT STRUCTURAL OVERLAY

Appeal Score _____

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

2) **How important is the project to the <u>safety</u> of the Public and the citizens of the District and/or service area?**

INTERSECTION IMPROVEMENT
DOES NOT INCLUDE WIDENING
[illegible]
IMPROVEMENTS ARE
REVISED PAVT. MARKING
& UPGRADED SIGNAL.
MUCH DISCUSSION OF SAFETY
43 ACCIDENTS IN 2 YR. PER.

25 - Highly significant importance
20 - Considerably significant importance
(15) - Moderate importance (circled)
10 - Minimal importance
5 – Poorly documented importance
0 - No measurable impact

Appeal Score ____________

Criterion 2 – Safety

The applying agency shall include in its application the type of deficiency that currently exists <u>and how the intended project would improve the situation</u>. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

43 ACCIDENTS BUT ONLY 1 INVOLVED POSSIBLE INJURY

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) **How important is the project to the <u>health</u> of the Public and the citizens of the District and/or service area?**

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 - Poorly documented importance
(0) - No measurable impact (circled)

Appeal Score ____________

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) **Does the project help meet the infrastructure repair and replacement needs of the applying agency?**
Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
(15) - Third priority project (circled)
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score ____________

Criterion 4 – Jurisdiction's Priority Listing

The applying agency **<u>must</u>** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) **To what extent will a user fee funded agency be participating in the funding of the project?**

10 – Less than 10%
9 – 10% to 19.99%
8 – 20% to 29.99%
7 – 30% to 39.99%
6 – 40% to 49.99%
5 – 50% to 59.99%
4 – 60% to 69.99%
3 – 70% to 79.99%
2 – 80% to 89.99%
1 – 90% to 95%
0 – Above 95%

Appeal Score __________

Criterion 5 – User Fee-funded Agency Participation
To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) **Economic Growth – How the completed project will enhance economic growth (See definitions).**

10 – The project will directly secure new employment
5 – The project will permit more development
0 – The project will not impact development

Not convinced that this project is no or go to development no widening

Appeal Score __________

Criterion 6 – Economic Growth
Will the completed project enhance economic growth and/or development [redacted]?
Definitions:
Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees [redacted]. The applying agency must submit details.
Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.
The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

7) **Matching Funds - LOCAL**

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

List total percentage of "Local" funds 40 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) **Matching Funds – OTHER** **List total percentage of "Other" funds 0 %**

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

List below each funding source and percentage

_____ _____ %
_____ _____ %
_____ _____ %
_____ _____ %
_____ _____ %

Criterion 8 – Matching Funds - Other
The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) **Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?**

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
0 - Project design is for no increase in capacity.

Appeal Score

_____

Criterion 9 – Alleviate Capacity Problems
The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:
Existing volume x design year factor = projected volume

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:
Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.
Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.
No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

5 - Will be under contract by December 31, 2009 and no delinquent projects in Rounds 20 & 21
3 - Will be under contract by March 31, 2010 and/or one delinquent project in Rounds 20 & 21
0 - Will not be under contract by March 31, 2010 and/or more than one delinquent project in Rounds 20 & 21

Criterion 10 – Readiness to Proceed
The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact **Appeal Score**
8 – Significant Impact
6 – Moderate Impact _____
4 – Minor Impact
2 – Minimal or No Impact

Criterion 11 - Regional Impact
The regional significance of the infrastructure that is being repaired or replaced.
Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) **What is the overall economic health of the jurisdiction?**

10 Points
8 Points
6 Points
4 Points
2 Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) **Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

10 - Complete ban, facility closed **Appeal Score**
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand _____
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 - Less than 20% reduction in legal load

Criterion 13 - Ban
The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) **What is the total number of existing daily users that will benefit as a result of the proposed project?**

10 - 30,000 or more **Appeal Score**
8 - 21,000 to 29,999
6 - 12,000 to 20,999 _____
4 - 3,000 to 11,999
2 - 2,999 and under

Criterion 14 - Users
The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) **Has the applying agency enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)***

5 - Two or more of the above **Appeal Score**
3 - One of the above
0 - None of the above _____

Criterion 15 – Fees, Levies, Etc.
The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.